









TUESDAY, JULY 23, 1895.

# THE CHINA MAIL.

H.M.S. *Floer* has gone up the Yangtze to relieve the *Est* at Wuhu.

Lady O'Connor has gone from Peking to Chong for the summer.

The Viceroy Chang has with him, it is said, over forty foreign officers drilling his forces at Kiangning.

The weather at Tientsin has been abnormally dry. A cloud of locusts took three hours to pass over the Concessions on the 11th inst.

Inasmuch as the judgment given for Messrs. Cornes & Co. against Mr. Kimura in the recent action, the Yokohama Yarn and Textile-fabric Dealers' Guild members are declared to have determined upon boycotting the foreign firm. If this statement is correct, it is evident that there is trouble in store for Japanese trade. The Japanese Government must take action to put down these trade-repressing boycotts if they are to maintain friendly relations with Foreign Governments.

The recent epidemic of wars and rumours of wars—especially rumours—and alleged telegrams, and lectures, and other warlike scares, seem to have perturbed the Rife Brigade, for they have begun getting up in their sleep and going about the Colony firing blank cartridges in the small hours of the morning. At least, that is how it seems to Kowloon residents, who complain of being roused out of their slumbers at unearthly hours by the noise of soldiers scrambling about their compounds, yelling at each other in pretty plain English, and entirely destroying the nap in the cool morning which is often the best part of a night's rest in Hongkong summers. We have not the least desire to discourage the development of our defensive resources to the utmost; but what is the use of firing without bullets?

The *Home News* of June 21 says: "At Bow Street on June 19 Mr. H. C. Jones made an application for an order for the statement of a nuisance at a house in Koppel Street. He said he had received numerous complaints from the inhabitants of the street about an intolerable odour arising from a dead body lying in the house in question. He was informed that the body was that of the late Sultan of Johore ('Mr. Bakor') which had been removed to this house that it might be embalmed. Dr. Samuel Lovett, medical officer for St. Giles, said that he had visited the house that day and had seen the body; the embalming process was now complete, and there was no odour except that of the spices and other substances in use. Such being the case, no order was granted. The house therefore does not come within the category of 'unwholesome factories.'

An Anti-Chinese League has been formed in Tonkin, with the object of crushing out all the evils traceable to defects of Chinese character in that country; and of course if the Chinese cannot dissociate themselves from their faults, then the Chinese also will be crushed out, and their place taken by less objectionable people. The objections are—filthy persons, filthy dwellings, filthy habits, exclusiveness and obstructiveness in trade and other progress, and persistency in secret organisations, which in Hongkong tend to the perpetration of piracy. In Hongkong we have just the same faults to find with the Chinese; but we have not at hand an easy substitute for the Chinese element of our population, and so, though everybody finds fault, nobody does anything to find a remedy. In fact, instead of an Anti-Chinese League, we have a Government which often acts more like a Pro-Chinese League; and if it does try to make a stand, the European commercial community at once protests against the interference of trade which results. So our trade saddles us permanently with the perpetual nuisance.

An ancient prophet, who evidently knew hundreds of years ago all about what Hongkong was going to be and now is, laid it down that 'A P. W. D. is an organisation for selecting and doing the one silliest thing in a thousand.' That is unjust and unreasoning abuse of course. The P. W. D. has put up a shed at the Kowloon wharf for the accommodation of rich and coolies, but has not put up a stick to shelter passengers waiting at the wharf, nor a screen to hide the soldiers when they undress on the beach for swimming. The swimming place is close to a populous residential district, and the public road along the sea front used to be one of the 'favourite walks'; but now the men of the Rife Brigade daily undress themselves in the open, and paddle knee-deep in the shallow water without bathing costumes; and the military authorities meet all remonstrances with complacent sneers that 'bathing drawers are not included in a soldier's kit.' Neither are the manners and customs of decency, it would seem. The kit is evidently very incomplete; we had not thought it would become so difficult for a man to be a soldier and yet a gentleman. If the kit cannot be made to include bathing drawers, then the routine duty should be made to exclude bathing off public roads. And if the P. W. D. cannot put up a shed, Kowloon residents should shift the one from the wharf and put it where it will do the most good.

W. Robinson and Co. are Special Agents for all the leading English and Continental Pianoforte Manufacturers.

In the Supreme Court to-day, the main room in which justice is usually dispensed (more or less) has been closed for alterations and repairs to the ceiling, and the Dea Justitia has had to take up her abode elsewhere. Some frivolous person put up a notice on the closed door—'Fiat cœlum, ruit justitia.'

We hear that the net earnings of the Hongkong and Whampoa Dock Co. amount to over three lakhs for the past half year. It is stated that the usual dividend of 7% is to be paid for the six months, that a lakh is to be written off, and some ninety thousand dollars carried over to next half. This may be wise, but many shareholders think they might get 10%.

The *Comet's* Madrid correspondent wired on the 21st July that the export duty on rice and the import duty on petroleum at Manila are to be raised. The former, we think, is a useless as well as an unnecessary exaction, for little or no rice is exported from the Philippines; the staple now figures largely as an import from Saigon and Cebu. The natives of the Philippines find it more profitable to cultivate hemp and coffee, and with its products they could produce rice from abroad, leaving a good margin for themselves. The increase of import duty on petroleum may have the effect of inducing the inhabitants to revert to coconut oil as of old for illuminating purposes.

The *N. C. Daily News* goes into rhapsodies on a small scale over a picture of a white steamer 'with the snow-white Peak of Hongkong in the distance.' 'My—yes, isn't it?' Is fairness to our world-famed climate and Alpine scenery, some of these Shanghai writers should come here, and be introduced to the glaciers that gambol on the hillsides, and the deep, soft, fleecy-white snowdrifts of Taipinghang, and the bracing, biting frostiness of the Praya air. Then they should get the Director of the Observatory to show them a thermometer (if any remain within sight) and a map, with 'Tropic of Cancer' in large print, and words of one syllable for children learning to spell.

FRANCO-PORTUGUESE—Singly or by yearly contract—High class work—W. Robinson and Co.

The French Municipal authorities at Tientsin, says the local paper, appear to be taking somewhat high-handed action in regard to private junkies at the French Concession. Inspector of Police confiscating a vehicle which landed from the ferry opposite the Custom House, in spite of the protests of the gentlemen to whom it belongs. Apart from the fact that this in itself is an infringement of the rights of the individual, we cannot understand why the jurisdiction of the French Municipality can rightly be held to extend to the Bund opposite the Custom House, which is at least neutral, if not Chinese, territory.

CANDIDATE: Gentlemen, I am of opinion (Cheers, groans, and hisses.)—Candidate: I am of opinion (Uproar.)—Candidate: I was about to observe that I am of opinion (Cock-crowing, 'Heav, heav, and general tumult.)—Candidate: My opinion is—(Outcries and free fights.)—Candidate: To commence again: I was desirous of saying that my—(Disorder, hissing, and applause.)—Candidate: To revert to what I was saying, my opinion—(Renewed disturbance.)—Chairman: Order, order! I must really appeal to the meeting to grant Mr. Smith a patient hearing. (With some difficulty silence is obtained.)—Candidate: I was about to observe that, in my opinion, the electors of this constituency were a highly intelligent body. I have, however, changed that opinion since I commenced my speech.

The following curious story is taken from an Indian paper. Bhaj (Cate) was visited by a severe thunderstorm accompanied by a heavy rain on Thursday about 3 p.m. In the town three people were injured by lightning, one of whom has since died. The Residency was struck. The strange vagaries of lightning are exemplified by the fact that the lightning struck the Residency, of which the dome was then under repair. Without injuring roof or doors the electric fluid ran down an iron rod to which one of the billiard table lamps was attached, smashing the wooden moulding at the top of the rod. Thence it struck the billiard table, and, passing, apparently through the table, without injuring the slates, it struck and broke a ball, then continued along the electric wire in the house, and ended by smashing to pieces the battery, the cells of which happened to be the point of exit. The great billiard table was perforated in several places and partly ignited.

PARTICULARS have recently been discussed of another huge waterway which is on the tapis and which quite puts into the shade the Manchester Ship Canal, the North German Ocean Canal, the Baltic, or even the Suez, to which we lately referred. The scheme which the Russians are bringing forward is that of connecting the Crimean ports of the Black Sea with the Baltic ports by means of a canal about 1,000 miles in length, and at an estimated cost of about 200 millions. Though in such colossal undertakings, the estimates have a knack of getting very far out of it. However, it is stated that there do not seem to be any great technical difficulties in the way of this projected canal from the Crimea to the Baltic. The starting place would be the port of Euphrates, and the waterway would be to the Dnieper, and further on, the Berezina and the Danube, at last entering the Black Sea at Cherson. The depth of waterway is to be 30 ft., and the width 230 ft., whilst it is proposed to connect the towns in the neighbourhood by means of smaller feeding canals. With a speed of six knots, the vessels would pass through the canal in the course of six days, which, it is pointed out, is an enormous saving on the sea journey between the Baltic and the Black Sea and other Mediterranean ports, not to mention the probable great saving in cost of the transport as compared with the overland route. The great waterway is to be electrically lighted. Well, we shall see.—*Pall Mall Gazette*.

BARTON, Guitars, Mandolins, Autoharps, Violins, and Strings, and fittings for sale at W. Robinson and Co.

## REUTERS' TELEGRAMS.

(Supplied to THE CHINA MAIL.)

### THE GENERAL ELECTIONS.

Returns to date—  
Unionists, 348  
Liberals, 102  
Paradites, 59  
Anti-Paradites, 5  
Labour, 2  
Gains to date—  
Unionists, 84  
Liberals, 16

### THE CHINESE LOAN.

The Chinese loan has been largely covered.

### BISLEY—THE QUEEN'S PRIZE.

The Queen's prize has been won by Hayburry, a Can dian.

### COLLISION IN GULF OF SPEZIA.

Two Italian steamers collided in the Gulf of Spezia; 145 passengers and three of the crews were drowned.

(From *L'Avenir du Tonkin*.)

### TONKIN.

Paris, July 12.

The Senate has adopted, by 192 votes to 24, the financial proposals for the Tonkin, inviting the Chamber to settle the financial affairs of the Colony.

The Chambers are to be dissolved to-morrow.

### DISESTABLISHMENT IN FRANCE.

In the Chamber of Deputies, M. Goblet introduced a motion to separate the Church from the State. The motion was rejected.

### FRANCE AND SIAM.

Paris, July 14.

The Crown Prince of Siam has arrived in France on a visit.

The national celebrations of the Fourteenth of July went off everywhere with great success.

Paris, July 19.

M. Dufour, Secretary of Legation at Madrid, has been appointed French Minister at Bangkok, and M. Thiebaud is transferred from Chicago to be Consul at Bangkok.

### FRANCE AND SPAIN.

The Spanish squadron which attended the German festivities at the opening of the Kiel Canal called at Cherbourg on the return voyage and was greeted with enthusiasm.

### THE TONKIN PIKATES.

Hanoi, July 10.

News has just come from the Lygudet family, abducted by Chinese some months ago. The little girl, Sarah, died on the night of the 29th June. Her mother is very ill and cannot rise from her bed. Lygudet himself is kept apart from the rest, and is never allowed to be seen abroad.

There are two other Europeans in the hands of the brigands; the elder of the two is probably near Dama, alone, and the younger one is said to have broken both legs in trying to escape, with fatal result, though this report is on somewhat doubtful authority.

### NEWS FROM SOUTH FORMOSA.

H.M.S. *Floer* arrived at Shanghai from Amoy on the 16th inst., but (says the *Mercury*) the brig was not in a fit state to proceed.

Up to the time of the *Floer* leaving Amoy the Japanese had not landed on the southern part of the island. Admiral Buller's action in withdrawing the guard from Amoy was rendered absolutely necessary on account of the weather and the difficulty of landing. The expense of keeping the marines on shore was enormous, a special steam launch having also to be chartered. Admiral Buller's action was followed by that of the German Admiral for the same reason. The Black Flag are deserting in large numbers, and the Chinese troops are spreading over a large area to be quickly suppressed by a force not more than 12,000 strong, especially as the troops have to feel their way carefully, the topography of the island being almost entirely unknown to them. There is no doubt that a fresh Brigade of about 3,000 strong having been shipped from the Kinkow peninsula a few days ago, the reduction of the remaining portions of the island will be speedily accomplished.

Writing on this topic, the *Kokusai Shinbun* urges the importance of taking prompt measures for restoring order in the island. It thinks that Spain, which once opposed to France and Russia to interfere in the connection with the cession of the island to Japan, is even now waiting for a favourable opportunity to repeat her request. It will suit Russia's interest to have Japan made fully occupied by complications in the south, while the French Minister of Foreign Affairs is resolved to give effective assistance to Russia about the Livestock question. Our contemporary, consequently, thinks it important that the pacification of Formosa should be prosecuted with vigour. It recommends the Government to place the island for the present under a military administration.—*Japan Mail*.

### OWING TO INCREASE OF BUSINESS, W. Robinson and Co. have removed their Place and Organ showrooms to Consueight House—large stock—low prices.

The S. Petersburg *Novoye Vremya* reverts almost daily to the situation in the Far East, insisting that the Japanese shall withdraw from South Manchuria, Korea, and the Liaoning Peninsula. 'It,' says the journal, 'Japan do not show more treachery than the intervening Powers will be compelled to take their own measures for formulating an ultimatum.' The *Novoye Vremya* appears to be especially indignant at Japan's presuming to pose as the equal of the Great Powers.—*Santa Maria*.

## THE LOSS OF THE BIRKBEALL.

FRIDAY, JULY 13, 1895.

A Marine Court of Inquiry was held on the 17th inst. at H.M.'s Consulate, Shanghai, to inquire into the circumstances attending the loss of the British s.s. *Birkbeall*, at Woonang, on the 10th.

The Court was constituted as follows:—

President, Mr. J. W. Jamieson, H.M.'s Vice-Consul in charge of the shipping office, and Lieut. E. F. Talbot, H.M.'s ship *Daphne*, with Mr. E. W. R. N. Street, paymaster H.M.'s ship *Daphne*, as Clerk of the Court. Mr. Stokes, of Johnson, Stokes and Master, solicitors, appeared on behalf of the captain of the *Birkbeall*, who was personally present.

The following was the finding.—Finding and order of the Court.—Finding that on the 17th day of July 1895, to investigate the circumstances attending a collision between the British s.s. *Birkbeall* of Aberdeen, official number 77,452, and a Chinese man-of-war named the *Wan-tai*, on or about the 10th day of July 1895.

The loss of the s.s. *Birkbeall* was a steam vessel of registered tonnage 1434.63 gross, 912.56 net, chartered to carry troops from Woonang, and at the time of collision was anchored a little below Prince's Wharf, Woonang, and out of the fairway. Whilst there the Chinese steamer, striking her, came down on the *Birkbeall*, striking her on the port side in a line with the main-mast, causing her to sink and sink at her mooring.

The Court, having regard to these circumstances and the evidence before it, finds that the loss of the s.s. *Birkbeall* is entirely to be attributed to the reckless navigation displayed on the part of those in charge of the *Wan-tai*, and that no blame, as far as the collision is concerned, attaches to those on board the *Birkbeall*, they being unable to take any steps to avert the collision.

The expenses of the Court, fixed at £4,250, are approved.

J. W. JAMIESON, Acting British Vice Consul, President.

E. F. TALBOT, Lieut. R.N.

G. W. WATSON, Lieut. R.N.

Master s.s. *Rosetta*.

E. W. L. STREETER, Paymaster, H.M.'s ship *Daphne*, Clerk of Court.

Mr. Jamieson then said:—At the same time, although this is the final finding of the Court, it is not to be taken as a reflection on the conduct of the Captain Cameron's conduct in not being in charge of his vessel while going to the Bar. The Court does not think he ought to have let his ship be in charge of the Chief Officer at that time. Had anything happened to the ship in going over the Bar it might have been a very serious consequence to you, Captain Cameron.

### THE CHENGU OUTRAGES.

APPOINTMENT OF A COMMISSIONER OF ENQUIRY.

While the notions of the British and American Ministers in reference to the Szechuan outrages are engaged in mystery, we learn that Mr. Gourd has already arranged with the Taung-ti Yamen for a Commission to take evidence and ascertain to what extent the Szechuan officials were implicated in the outrages. The Commission will consist of Bishop Dunand, of the Provincial Council, and Judge of Szechuan, and a sitting together in the Provincial Judge's Yamen at Chengtu, and each having the same right to examine witnesses and get evidence. It may seem somewhat strange that two local Chinese officials should be entrusted with the duty of investigating the outrages, but it is obviously possible that they may wish to screen the delinquents of their friends, but doubtless the French Government has made up its mind to be guided by the British and American Ministers, and we are sure that the French Minister will defer further action on the recent occurrences until Bishop Dunand's report is received. Steps are to be taken to give the Commission the proper status and protection during its sitting, by providing a special guard, and several hundred local provincial braves over whom the Peking Government has little control. It is further stated on good authority that the French Minister has asked the Taung-ti Yamen to bring the degraded Vice-governor to Peking, pending the result of the trial of the Szechuan officials, and to place the place of the Vice-governor by his native place, and the infamous Vice-governor being a countryman and relative of Li Hsiang-chang.—*China Gazette*.

### IOHANG.

Io-hang, July 10.

The French gunboat *Comet* arrived here on the 7th inst., and left for Keelung on the 7th inst. The *Comet* never before seen such a large gun-boat as the *Comet*, and our band is crowded with Chinese daily looking at her. All kinds of rumours are current in this city about the arrival of the *Comet*, and the French Minister has instructed a number of soldiers to patrol our model settlement and these braves can be seen daily in our streets. However, we feel more at ease now the *Comet* is in port.

A accident occurred here on the 7th inst. A large junk laden with tea, and other treasure, was wrecked on the beach of the town, and the loss of the tea was estimated at 3,000 taels. The crew, consisting of 8 men and 2 women, was drowned, and the loss of the tea was estimated at 3,000 taels. The *Kun-tai* was at anchor at the time.

Much sickness prevails in this city among Chinese, especially the poorer class. Fevers, such as rice, etc., is still clear.

The weather is at present warm and oppressive. All quiet here.

Io-hang, 11th July.

A curious incident happened here on the evening of the 9th inst. A boy about 6 years of age was devoured by a wild animal named *San-pao*, a bill leopard, which was plentiful here in the winter. A search was made the whole night and next day for the unfortunate child, but nothing could be found except a part of the head. Notices here say that this is an ill omen. A year ago, when a Chinese man was devoured by a tiger on the other side of the river, was devoured by a *San-pao* in the presence of a number of people. The hills surrounding Io-hang are noted for wild animals, such as leopard and tiger, and skins are plentiful and cheap here in the winter. I have often wondered why some speculator in skins does not establish a business here.

I have been informed by a European gentleman who has just arrived from Shanghai that both Protestant and Catholic missionaries there fear that trouble will occur soon. Natives at Shanghai have a great hatred against foreigners. When will the bad nature and riot in China cease? Not as long as the Foreign (European) powers allow their eyes at everything, and have such serious affairs as the Chengtu (and Io-hang) riots. The letter which took place about four years ago was settled with money only. What is absolutely necessary is to have the officials and every person implicated severely punished and degraded. This would have better effect than anything else. Protestant and Catholic missionaries of all nationalities have done much good work in China for many years past, and these people

actually see their property looted and burnt, and set that the offenders (who are laughing at them) go unpunished. Surely this is most unsatisfactory to all people concerned. When are the European Powers going to put a stop to all this? and how long will Foreigners in the interior going to be shamefully treated and ignored? These are questions for the world at large to answer.—*Mercury Correspondent*.

### SHIPPING FACILITIES AT SHANGHAI.

A PLEA FOR HARBOUR EXTENSION.

It is not with any intention of shipping a willing horse to death that we revert for a few moments to the general question of the Shanghai harbour, and the amount of accommodation which it affords to steamers and other vessels in return for the heavy tonnage dues exacted. For some years past complaints have been pretty general of the insufficiency of accommodation in some of the auctions has proceeded without check, thus reducing the existing accommodation yearly. It is such a well-known fact that it need hardly be stated, that at the present moment vessels which formerly found sufficient accommodation in the harbour have been compelled by this unrestricted process of sitting up, to seek accommodation beyond the limits. On the 16th inst. we took the trouble of ascertaining by personal inspection this process of maritime overcrowding, with the following results:—

The river was not by any means unusually full of shipping; in fact, it seemed rather bare, compared to other days. The three sailing-ships *Morbin*, *Oleander*, and *Franklin*, two being from the third and three from the second, and all about 2,000 tons, after discharging, were in the harbour, and had to be moved outside the limits because there was no room for them inside. The steamer *Niagara* was lying in Number 9 section, discharging into cargo-boats, being unable to obtain wharfage accommodation within the limits of the harbour.

These three sailing vessels, although they were without the limits of the harbour, had paid their regular tonnage dues, but were subject to the inconvenient restrictions, (from no fault of theirs), imposed by the Customs. The point about the *Niagara* is not very important, beyond showing what is patent to every one acquainted with the local conditions, that there is a great want of more wharfage accommodation within the limits of the harbour.

The present limits of the harbour, from the Gate Creek near the city, to the Pointing side, and another drawn from the lower (Eastern) side for Messrs Boyd and Company's New Dock to the Shanghai side.

The wharves on the Shanghai side are the Kiao Yuen, the Chiao Navigation Wharf, the Nippon Yusen Kaisha Wharf, (including the Tung Yuen), the Merchants' Associated Wharves, the Chinese Merchants' Lower Wharf, and the Lower Associated or Old Kinkow Wharf.

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of no case in Europe where such an anomalous state of affairs prevails. According to the rules now enforced, only coal, tribute rice, benzene and iron can be landed at the Pootung wharves, without a great deal of application and how-often to the Customs officials. There ought, we submit, to be no necessity to ask for any privilege of this kind after a vessel has once paid her tonnage dues, and while she conforms to the regulations of the port. All legitimate kinds of cargo should be permitted to be landed on the other side of the river, according to the wish and convenience of the steamer's agent or the consignee. Of course such articles as explosives, etc., should necessarily be excepted. One reason, we imagine, why Pootung is thus kept in the background and subject to the disabilities above mentioned is that the Customs staff is numerically inadequate to the work that would be entailed if the warehouses on both sides of the river were to be put upon an equal footing; but this is only a small matter in the aggregate compared to the benefit which would result to the shipping interests and the port generally. If our suggestions are carried out, we leave the matter for the present, in the hopes that some more influential quarters will take it up and bring it before the proper authorities in a manner that may lead to its adoption.—*China Gazette*.

### A MARE'S NEST.

An accidental, but important discovery, is announced, writes a *Daily News* correspondent at Yokohama. 'It must have occurred to many of your readers that, although the lights in Manchuria have been called very severe, the Japanese losses have been very heavy. Much of this disparity has been due to bad marksmanship on the part of the Chinese, but a part of the inaccuracy has been owing to the fact that to keep out the cold the Japanese wore a quantity of floss silk under their clothes. This is a very heavy material, and it is in many cases has acted as a bullet-proof shield. It is important enough to deserve attention at the hands of the British military authorities.' There can be no doubt that floss-silk is a 'light and flexible material,' but can any one imagine that the large loss of Chinese from Japan protected their bodies and limbs from Chinese bullets by enclosing themselves in 'floss silk'? It is not a fact that all the Japanese troops in action from Asan to Yingkow had much the same experience as to Chinese bullets? Many have been killed from China from being engaged with the Chinese at moderately close quarters in the exchange of compliments at rifle practice, and they declare that the Chinese bullets fall at their feet after striking them fully and fairly. At first this was a matter of great surprise, but was subsequently clearly explained. The 'floss silk' story is absurd. All the 'floss silk' in Japan for the last ten years would not have sufficed for the purpose alleged by the *Daily News* correspondent for one tithe of the Japanese army, even supposing the properties attributed to it having been drunk on the hands and face by Chinese bullets, receiving no more than contusions, and to having picked up the missiles on occasion. Still more frequently was this the case when bullets struck them on belts, boots, and overcoats. This puzzled the Chinese, and being a matter of comment, and on the subject cropping up one night round a camp fire it was explained by an English officer, who had collected, after the previous day's engagement, cartridge cases bearing the date of 1872. He had been told by a Chinese soldier that he had been killed without exploding, and when he was thrown away, the contents of which when placed upon a plate with fire applied failed even to 'burn.' Is it any wonder that there was no 'penetration' of the bullets fired, charged, when the cartridges did explode, by powder 23 years old? This is the explanation of the *Daily News* man's 'floss silk' mare's nest. 'It is,' he says, 'important enough to deserve attention at the hands of the British military authorities.'—*Japan Mail*.

### FRENCH ENTERPRISE IN CHINA.

BRITISH CONSULAR REPRESENTATIVES.

In the House of Commons on the 18th June, Mr. Jacoby asked the Under Secretary for Foreign Affairs whether he was aware that the Lyons Chamber of Commerce was taking action with the view of securing for France additional Consular representation in China; and whether the Government would, in the interests of British commerce take immediate steps to appoint Consuls at the ports in China which would be opened to foreign trade under the treaty between China and Japan.

Sir E. Grey—A report to the effect of the first paragraph has reached H. M. Government. The appointment of Consuls at the ports in China which will be opened to foreign trade under the treaty between China and Japan is receiving proper consideration, but it would be useless to make such appointments until the ports are opened.

### RUSSIAN INTRIGUE IN KOREA.

Chonpoo, 8th July.

A short time ago I wrote you hinting that there was a possibility of the downfall of Pak's Cabinet, and yesterday with Mr. Sch. Minister of Foreign Affairs, Yi Young-jong, Director of Secret Police, and a centurion looking Assistant-Director, made their escape from the capital and came here in disguise on board of a Japanese launch, with a few Japanese soldiers as a guard. To be, the Superintendent of Police here, a creature of Pak, has also bolted, and a Japanese now occupies the post. The King is anxious to get hold of these men, and to-day a number of police from Seoul are looking for them, but they are kept hidden by the Japanese, if not in the hands of their protectors. I thought when the Queen made overtures to Pak, his head would soon be unsafe.

Apologies, I understand the Russians are getting a great influence here, and that this has a great effect on the holding of Pak's Cabinet. The Japanese idea of Korea is a far more serious one, and I myself think the only hope for Korea will be in her being protected by a strong power, and Russia is the only power whose interests in the country are great enough to make it worth her while to do so. There is a rumour that five Russian men-of-war are to come here soon. I do not think, as some of the eastern papers seem to believe, that the Japanese troops will remain here until the end of the year. I think they will soon be withdrawn.—*Mercury Correspondent*.

Ten equestrian statues, by Mr. Onslow Ford, of the late Field-Marshal Lord Spald



## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND PLATA.

TO-MORROW, the 24th day of July,  
1895, at Noon, the Company's  
S.S. SAGHAIEN, Commandant HUW,  
with MALES, PASSENGERS, SPEULE,  
and OARGO, will leave this Port for the  
above places.

Cargo and Special will be registered for  
London as well as for Marseilles, and no  
cargo in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m., Specials and Parcels until 3 p.m., on  
the 23rd July, 1895 (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office).

Contents and value of Packages are  
required.

For further particulars, apply at the  
Company's Office.

C. TOURNAIRE,  
Agent.

Hongkong, July 23, 1895. 1263

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki), Tuesday, July 30,

Kobe, Inland Sea, and call at

Yokohama, on Thursday, Aug. 2,

City of Rio de Janeiro (via

Nagasaki, Kobe, Inland Sea, Yoko-

hama and Honolulu), Saturday, Aug. 17,

City of Peking (via

Nagasaki, Kobe, Inland Sea, and call at

Yokohama), Saturday, Sept. 7,

Inland Sea, and call at

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## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed  
to the very cheap rates offered by this  
Line to the Pacific Coast and to the In-  
terior and Eastern Cities of the United  
States and Canada and to Europe.

HONGKONG TO LONDON, \$400.  
Excellent accommodation. First class  
Table. Doctor and Stewardess carried.  
HONGKONG TO NEW YORK, \$350.  
The Railroad travelling is second to none  
on the American Continent. Magnificent  
Scenery of the Rocky and Cascade Moun-  
tains. The Yellowstone National Park  
route. Passengers to Europe may proceed  
by one of the first class ATLANTIC MAIL  
Lines.

HONGKONG TO TACOMA, \$225.  
Rates of Passage to other Points on ap-  
plication.  
Special rates allowed to members of Go-  
vernment Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Tacoma..... 2,549 Tuesday Aug. 6  
Hankow..... 3,004 Tuesday Aug. 27  
Victoria..... 3,107 Tuesday Sept. 17  
Tacoma..... 2,549 Tuesday Oct. 8  
Hankow..... 3,004 Tuesday Oct. 29  
Hankow..... 3,004 Tuesday Nov. 19

\* No Passengers carried by this sailing.

THE Steamship TACOMA, Captain  
CLAWFORD, sailing at Noon, on  
TUESDAY, the 24th August, will proceed to  
VICTORIA, B.C., and TACOMA, via  
SHANGHAI, INLAND SEA, KOBÉ and  
YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Points, and to Canada and  
United States Ports.  
Consular Invoices of Goods for United  
States Ports should be in quadruplicate,  
and one copy must be sent forward by the  
steamer to the care of The Freight Agent,  
Northern Pacific Railroad, Tacoma, Wash.  
Parcels must be sent to our Office (with  
address and American flag) by 5 p.m., on the  
day previous to sailing.

For further information as to Passage or  
Freight, apply to

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, July 18, 1895. 1317

Occidental & Oriental Steam-  
Ship Company.

TAKEING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS.

ANT

ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki), THURSDAY, Aug. 8,

Kobe, Inland Sea, and call at

Yokohama), THURSDAY, Aug. 8,

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## Intimations.

SIEN TING,  
Surgeon Dentist,  
No. 10, D'ARQUILL STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 2, 1895. 628

FURNITURE WAREHOUSE.  
LI KWONG LOONG,  
Carpet-maker and Art Decorator,  
from SHANGHAI, has opened a  
FURNITURE STORE  
at No. 3, WYNDHAM STREET.

The only Shop in Hongkong with this name.  
Who HIGH CLASS FURNITURE  
every description can be made to order in  
any design required.

Has been patronized by the Hongkong  
Club, Hongkong Hotel, Messrs. A. S.  
Watson & Co., Ltd., and other leading  
Establishments in the Colony, to whom  
referrals may be made as to the Superior  
Workmanship and Materials of the Furni-  
ture, &c., supplied.

Messrs. A. S. Watson & Co. write us  
as follows:  
"We have pleasure in stating that Mr.  
"LI KWONG LOONG furnished  
"the Annex to our Dispensary and  
"gave us every satisfaction."  
(Sd.) "A. S. Watson & Co., Ltd."

Orders punctually attended to and  
CHARGES MOST MODERATE.  
AN INSPECTION INVITED.  
Hongkong, April 13, 1895. 712

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1895. 1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CANADA AND EUROPE,  
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 24th July.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 14th August.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 4th Sept.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)  
in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-  
CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there  
daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC  
WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New  
York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and  
the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.  
Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan.